

2-22-1979

## Avion 1979-02-22

Embry-Riddle Aeronautical University

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## EDITORIAL



# WHAT'S HAPPENIN'?

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Gender:

## LETTERS TO THE EDITOR

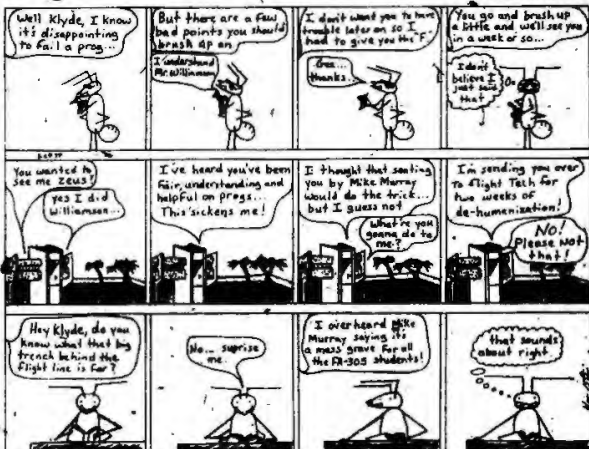
## ROCKWELL UPGRADES FLIGHT AND AIRFRAME TESTING



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PUBLISHED WEEKLY THROUGHOUT  
THE ACADEMIC YEAR AND IN  
SUMMER MONTHS. SUBSCRIPTION  
RATES AND CONTRIBUTIONS BY  
THE AVID, SENIOR MEMBERS AROUND  
THE WORLD: DAYTON, OHIO  
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VOLUME 31 • ISSUE 6 February 22, 1978

# Klyde Morris





## Music Scene

By Dennis Crowley



The title this week deals with the development and operation of WROD radio station here in Daytona Beach.

My interview was conducted with Doug Montgomery, the Program Director of WROD. He has been in radio for 22 years and began in the windy city of Chicago operating out of a basement. Mr. Montgomery takes great pride in his work and always strives for the best.

WROD started broadcasting 33 years ago and has been owned by Elira Lorain of Ohio for the past nine years. The staff at the station consists of 17 individuals including nine disc jockeys and they operate 24 hours on 1340 kHz AM. New equipment and the remodeling of studio number one has improved the quality and added to the appearance of WROD. The daytime output is 1000 watts and the nighttime is 500 watts.

The music of WROD is geared for ages 18-49 and the general type of music played is rock. Most selections are from 45's and supplemented with three album cuts per hour. The station receives anywhere from 10 to 100 records daily direct from the recording companies, but only a small percentage of them are put into the program.

For national news WROD is a member of the ABC Entertainment Network. This national information is then supplemented with state and local news by the "dean of news" Bob Edwards who has been with the station for nine years.

To get the ads you hear on the radio, salesmen go out to the businesses and get the type of commercial desired and then it is produced in the WROD production studio. After making the ad, it is reviewed by the business and if liked, then it is put on the air. The price for a commercial ranges

from \$2.75 to about \$9.00 depending upon the type of ad and the duration. Only 15 minutes per hour can presently be used for commercial time as regulated by the FCC.

WROD rates as No. 2 out of 9 AM and 3 PM stations in Volusia County within the 18-49 age group. This position fluctuates periodically as the ratings are conducted. Ratings are conducted by Arbitron, a national organization, each year.

In order to keep the national statistics current, WROD reports which records they play and how each record rates in the community. Usually 60 sheets of statistics are sent out to different companies per week.

"When I asked Mr. Montgomery what characteristics he looks for in a disc jockey, he replied that he wants his DJ's to have enthusiasm, a good voice, a dynamic personality, and preferably some experience, but the experience is not a necessity. If a person wishes to become a DJ, he must make a tape, so the program director can listen to the individual and make sure that the applicant will fit in the station. The best way to prepare for a career in radio is to take as many speech classes as possible, to take business management courses, and to acquire the FCC 3rd Class license with the broadcasting endorsement.

Mr. Montgomery is NEVER satisfied with WROD's performance and has set an objective to beat every other station and remain No. 1.

WROD has several promotional activities coming up in the near future so keep your eyes and ears open for one of the WROD DJ's.

Many thanks once again to Doug Montgomery for his time and knowledge.

## NEW DEAN for E-R A U

By K.W. Johnson  
Staff Reporter

We have a new faculty member on campus. He is Dean Williams, dean of Academic Affairs. He will handle "a range of problems from academic to flight."

Dean Williams is originally from California. He graduated from the U.S. Naval Academy and spent 38 years in the Navy. He has also held a job in the Pentagon. His post-graduate work was done at Stanford, and he now holds a Master of Arts Degree in Education.

He has been in Daytona since September of 1978, and he really enjoys it here.

"Meeting the goals of the students is my number one priority," the Dean said, and then added that his job was also to "insure that the industries needs are met, student-wise."

Welcome aboard, Dean. We all wish you the best of luck here at your new job.



requires the constant awareness of tenants' problems and requirements as well as the obligations of both the tenants and the airport.

Situations which affect pilots flying into the airport must be written up for Notices to Airmen. For example, if a fire truck is away from the station for more than eight hours a Notice to Airmen must be put out. A logbook is kept for out of the ordinary situations. Different incidents which occur everyday and even every hour make no two days the same. Dennis said, "There is much more to operating an airport than one would normally consider."

Dennis has plans to continue his aviation career with the Daytona Beach Airport and further expand his job obligation with bigger airports. Dennis enjoys his job and remarks that with the experienced staff at Daytona Beach Airport it is an excellent opportunity for the aviation graduate to begin his/her career and to continue learning.

## BEANS IN YOUR EARS

In the past few weeks, an increasing number of students have been in the Health Service with ear canal injuries and infections. A majority of these are related to using foreign objects for wax removal such as Q-tips, hairpins, pencils, etc.

Placing a Q-tip, or any other object into the ear canal only serves to push the wax back, packing it tightly against the ear drum and possibly breaking the fragile membrane or injuring the tissue of the ear canal.

Here, then, are some tips for safe ear hygiene:

The ear canal receives from the outer ear 25 the ear drum (not visible without a lighted instrument). The surface of the ear canal is easily injured, delicate tissue which does produce a waxy substance called cerumen.

In a few people, an excess of this waxy material is produced and occasionally will partially or totally block the ear canal. If this happens there is usually a "blocked" feeling and sometimes slight hearing loss.

Cerumen is easily removed by irrigation with warm water preceded by a few drops of a solution placed into the ear to loosen the wax. This procedure should be performed only by a physician or nurse.

To clean your outer ear: Use a clean wash cloth covering your little finger and wash - only the area you can see.

REMEMBER - Do nothing into your ear smaller than your elbow.



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## Astrological Driving

The London Astrology Center says that Libras are usually non-aggressive drivers who are a joy to have in other cars. Scorpios, however, seem to have changing moods. They're cool and logical one moment, rash and emotional the next. Before you start arguing with these astrological profiles, remember that nobody really knows whether or not your birthdate can determine what kind of driver you are.

There's one thing for sure, though. The kind of driver you are could have a definite bearing on your death date.



## Alumni News

By Al Scrivanich

Dennis R. McGee graduated in April of 1978. He majored in Aeronautical Studies with an area of concentration in Aviation Management. Dennis is now employed at the Daytona Beach Regional Airport in Airport Operations.

His job consists of being primarily responsible for the safe and efficient operation of the airport. He also must make certain the airport is operated in accordance with all established rules, regulations, and criteria of all federal, state, and local government; and make periodic inspections of all airport facilities, including runway inspections. The job also



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# The Pervasive Power of E.T.S.

By Ralph Nader

The next time you pick up a well-sharpened No. 2 pencil and begin to hurriedly answer a standardized, multiple-choice test, chances are that your test is one of more than eight million given annually by the Educational Testing Service (ETS). You may know ETS manufactures SATs, LSATs, GREs and GMATs. With these tests alone, ETS influences the educational and career opportunities of millions of people. But the power of ETS does not begin or end with those tests.

ETS markets 296 different tests. ETS tests are used to determine entrance to over 60 occupations including firefighters, actuaries, policemen, real estate brokers, sailors, teachers, gynecologists, engineers, and auto mechanics. ETS test results are the standards of access to some of the most powerful

professions. Foreign Service officers, New York stockbrokers, lawyers in over 40 states, CIA agents.

Two million elementary students take ETS tests, and ETS is even developing ways to test infants. ETS helps determine who will be eligible for financial aid and how much they will receive. The financial information ETS obtains on nearly two million families is more detailed than a mortgage application or an IRS return. ETS consultants and trainers help shape education and labor allocation policy in scores of countries, including Singapore, Brazil, and Saudi Arabia. And ETS has test centers in 120 countries.

In thirty years, probably 90 million people have had their schooling, job prospects for advancement, and beliefs in their own potential directly shaped by the quiet but pervasive power of ETS.

What is the Educational Testing Service? How has it centralized so much power? Is it accountable to anyone, or anything? Should your opportunities be so influenced by ETS's standards of aptitude or intelligence?

Despite its massive influence, few people question ETS. Students may want to test up tight form in moments of frustration, but few of us think of challenging the corporation that makes the tests. We will soon release a lengthy report on ETS, written by Allan Naim, which we hope will help people understand, and question, the unique and unregulated power of this corporation.

Indeed, ETS is, in non-dollar ways, a large corporation. It has more customers per year than GM and Ford combined. Despite its non-profit status, it declares roughly a million dollars in "non-profit" each year. This money is plowed back into corporate expansion and maintaining the ETS estate, which includes a 400 acre headquarters in Princeton, New Jersey, a \$250,000 home for the president, William Turnbull, and a three million dollar hotel/conference center - all built with student test fees. Its revenue from test fees enables ETS to double in size every five years from 1948 to 1972, a rate of growth faster than IBM.

ETS's sales and near monopoly power, combined with its privileged legal status as a non-profit corporation, make it unprecedented in corporate history. ETS is exempt from federal and state income taxes, is effectively beyond the reach of many anti-trust laws, and has no stockholders. ETS escapes the restraints governing other corporations because it is an "educational" institution.

The power of ETS is massive, as even one ETS executive conceded. "No matter what they try to tell you here about how we really don't have much power," he said, "we know we do. We know we're

the nation's gatekeeper." This gatekeeper can determine who enters college, graduate and professional schools, as well as many occupations and professions. Is that power legitimate?

ETS defends its role as the gatekeeper, by claiming it has developed the "science of mental measurement," but as our report will argue, the tests measure nothing more than how you answered a few multiple-choice questions. The correlation between SAT scores and first-year grades in college, for example, is often lower than the correlation between the test scores and the income of the test taker's parents. At best, standardized tests measure the specialized skill of test-taking, but they do not measure key determinants of success such as writing and research "skill," ability to make coherent arguments, creativity, motivation, stamina, judgment, experience, or ethics.

ETS not only influences how institutions judge individuals, however, it also influences how individuals judge themselves. As Naim says, "A false self-image or image is instilled in the mind of the individual who receives a standardized test score. For although the scores are significantly determined by social class, he is told they are objective, scientific measures of the individual."

Moreover, test takers are subject to numerous injustices, ranging from incorrect scoring of tests, to late reporting of applicant information, to secret evaluation of grades and test scores - and they have no recourse.

We must begin to examine the examiners.

There is a growing movement to reform and restructure the testing industry. In New

York, Ohio, Texas, and other states, student-run Public Interest Research Groups (PIRGs) have introduced "Truth in Testing" legislation in their state legislatures. This legislation would force ETS and other testing companies to disclose test questions and answers, and all studies and data on the tests; it would also require companies to keep information on applicants confidential; disclosing test answers would enable students to contest disputed answers, and thus eliminate much of the mystery surrounding the tests. ETS has said it is willing to release 99% of its test data. But, Naim says, the bulk of this 99% is the material provided by the test-takers themselves - name, social security number, etc. Naim says it is crucial to disclose that last one percent, as it includes ETS's extrapolations from the information provided by test-takers

such as predictions of future academic success.

The testing reform movement has other facets. Jesse Jackson is organizing around the issue of the ETS National Teacher Examinations which have systematically eliminated qualified black applicants from teaching jobs. The FTC has apparently found, contrary to ETS claims, that certain kinds of prep-for exam courses can raise test scores - but the report has been withheld at this time. And several members of Congress have called for an investigation of the testing industry.

Students now have opportunities to challenge the test makers.

Individuals interested in this issue, or in sponsoring Truth in Testing legislation, can contact Ed Hasley at our office at P.O. Box 19312, Washington, D.C. 20006.

## NTSB Report

The campaign flight crash which killed Virginia's Republican candidate for the U.S. Senate last August was caused by the pilot's continued attempt to land, visually, in adverse weather - a maneuver which exceeded his ability in an aircraft with which he had too little experience.

The National Transportation Safety Board issued this report today on the August 2 approach crash of a Piper Seneca PA-34 at Chesterfield County Airport near Richmond. All three persons aboard,

candidate Richard Obenchain and both pilots, died in the crash and ensuing fire.

The Safety Board also cited, as contributing factors in the nighttime crash, (1) the pilot-in-command's "disregard of good operating practice," (2) his "inappropriate in-flight decisions of planning," and (3) the weather - low clouds which restricted visibility.

The Board's report noted that the pilot occupying the left seat during the flight had an expired medical certificate and did not meet Federal Aviation Administration requirements for recertification of flying experience.

Safety Board investigation showed that this left-seat pilot, who owned the light-twin aircraft, had offered it to the candidate on a reimbursable basis for campaign flights. The accident flight, from Winchester, Virginia, to Chesterfield, was such a trip.

The owner-pilot hired an instructor pilot for the three-leg trip - a ferry flight from Washington National Airport to Winchester, Virginia; the flight with the candidate to Chesterfield, and the pilots' return to Washington National.

The aircraft missed two approaches before landing at Winchester, and the owner-pilot told the candidate they had lost their way enroute to Winchester. He said the instructor pilot was to be instructing him in his work toward an instrument rating while they flew the candidate to Chesterfield. The candidate agreed to this.

The flight crew lost sight of the Chesterfield Airport on its first attempt to land visually, and had to be given directions to the field by a Richmond air traffic controller tracking the flight on radar. The aircraft struck trees 2,200 feet short of Runway 15 - as it circled for a second visual approach. The approach also could have been made with any one of three instrument approach procedures, all of which were operational and for which the aircraft was properly equipped.

Investigation showed that the instructor pilot had filed a flight plan as the pilot-in-command, but it could not be determined who actually was flying the aircraft when it crashed. The weather briefing given the instructor pilot was "substantially correct," the Board said.

The instructor pilot had less than two hours of previous experience in the PA-34, and less than 13 hours of night, multi-engine flight time. He was qualified to serve as pilot-in-command for the trip, but he was not qualified to give multi-engine instrument instruction. The owner-pilot's airman's certificate was invalid because his medical certificate had expired April 30, and he had not made the required three nighttime landings and takeoffs in a PA-34 during the previous 90 days.

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## Wilbers' Rights and Wrongs

### PHASE CHECK NOTES

Conversation recently overheard in an oral room:

CHECKER: "What is the Vx speed of the Comma 172?"

CHECKEE: (confidently) "59 knots, sir."

CHECKER: "Is it always 59 knots or does it change with certain conditions?"

CHECKEE: (suddenly not so confident) "Uh...er...that is, I don't think...well ask...actually...I guess..."

CHECKER: "Well suppose you were flying solo from an airport with an elevation of 3,000 feet and a paved runway 1,600 feet long, would you be able to clear the 50 feet high trees at the end of the runway of takeoff in a calm wind?"

CHECKEE: (fumbling through unfamiliar pages of Owner's Manual, finally comes to Short Field Take-Off chart on page 5-12 "Look to notice that there are two more sections of the chart on page 5-13 for different aircraft weights...eventually notices the requirement for temperature which checker gives as 30 degrees C. Checker now answers with renewed confidence.)

"No sir, I would need 2,115 feet to clear a 50 foot obstacle."

CHECKER: "Gee, that's too bad...but would your aircraft weigh 2,300 pounds if you were solo, even with full fuel and, say 50 pounds of luggage?"

CHECKEE: (confidence slipping again - re-examines unfamiliar pages and discovers additional sections of chart. Then after much fumbling with numbers, decides that the aircraft weight would be very close to 1,500 pounds and responds with something less than full confidence.)

"Yes sir, I would clear the trees at the end of the 1,600 feet runway because I only need 1,365 feet at 1,900 pounds."

CHECKER: "Interesting. What technique would you use on the take-off? That is, at what air-

speed will you rotate, and at what speed will you climb?"

CHECKER: (confidence fully recovered) "Rotate at 54 knots and climb at 59 knots, sir."

CHECKER: "Gee, that's too bad. The chances are good, if you do that, you'll hit those trees after all. According to your calculations you only have 365 feet to spare, and you're going to climb at 5 knots above the speed indicated in the chart for 1,900 pounds aircraft weight."

CHECKEE: "But sir...my instructor never..."

CHECKER: "Just take a look at the second and third column of the chart for Short Field Take-Off for an aircraft weight of 1,900 pounds."

CHECKEE: "Well, I'll be 57%..."

CHECKER: "That's not all. You've been using the 3,000 feet line in the chart which is the field elevation or MSL altitude in our problem, but the pilot calls for pressure altitude. Since the altimeter setting at our problem airport today is 29.42 hg, the pressure altitude is 3,500 feet which adds another 50 feet to the required distance - cutting your margin to 170 feet."

By this time the confidence of the checker was so totally destroyed, he could not, correctly answer the next three questions which were: What is your name? What is your age? How many fingers am I holding up?

When last seen, he was walking across the active runway in the wake turbulence of an L-1011 babbling to himself.

It should be added for the benefit of the complete purist that, as explained on page 78 of The Advanced Pilot's Flight Manual by Kitzinger, M.D., Vx speed, (gross weight) times 60 percent, per thousand feet of altitude. One-half percent of 54 (sea level Vx speed) times 6 (6,000 feet density altitude) would equal 1.62. Thus, the Vx speed for this problem should actually be 55.52 KIAS.

The Mooney Owner's Manual does not offer a detailed breakdown of Cost angle of climb performance as does

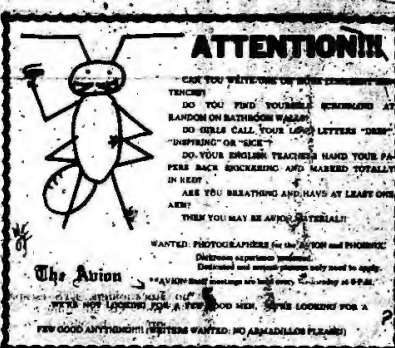
the Comma Manual. Mooney gives Vx speed only as "ABOUT 50 mph indicated," and charts only the performance for 2,075 and 2,300 pounds. The basic principle remains: the more the pilot weighs, the more the aircraft must climb.

One final note on the subject. The use of the sea level, gross weight, Vx speed of 59 KIAS for the Comma 172 or 50 mph indicated for the Mooney for student training and proficiency demonstrations is acceptable. Students at and above the Private Pilot level, however, will be expected to know and understand the variations occur in Vx and Vy speeds with variations in weight and altitude.

### NOTES FROM PROFESSOR DAB

Holy hoppin' horsey loads! I wish you could see this incident's mountain of incident reports that's growing like a mound of mushrooms on my desk, all 'v' and 'y' deals with dumb taxi violations. Looks like we got a bunch of guys with not in their pants determined to learn their aerodynamics lesson by rehearsing an already proven airfoil design the hard way. I'm talking about guys like "Move-over Mortimer" who taxis around the fuel truck when it's on the line refueling even if he has to taxi off the ramp into the grass to make it; or "Mr. Fire Freddie" who taxis like he's a cowboy's gorgeous blonde in a corvette; then there's "Bright Ahead! Blunderbuss" who never looks to the side to clearly clear his wing tips. He's the guy who ran into the fence the other day. Golly get troops, let's get out, get together and enforce the taxi rules problem in the Flight Manual before someone or someone else is shaped by a wing tip or prop blade.

Keep on Trucks! (but not on the ramp)



## Sabreliner Production

ST. LOUIS, Mo. - Rockwell International's Sabreliner Division received a production certificate from the Federal Aviation Administration today at a ceremony in Perryville, Missouri, according to James J. Edwards, Jr., president of Sabreliner.

"This certificate means that the FAA has approved our quality control system that meet the intent of FAR 21.163," said Edwards. "This is also the first production certificate for a business jet ever issued in Missouri."

The certificate was presented to Edwards this morning by Tex Logan, central region director for the FAA.

"A business jet produced in Missouri obviously means a brighter future for Missouri in the aviation industry," Edwards said. "This certificate means that Sabreliner in Missouri has the highly regarded skill, machinery and manpower needed to produce an FAA-certified business jet in Missouri."

The Sabreliner business jet is currently being produced in St. Louis, Missouri, and shipped to the business jet market in Perryville, where the final inspection and final assembly is completed. Sabreliner and its parent company, Rockwell International, are located in St. Louis.



## COMMANDER 690B INTRODUCED

ST. LOUIS, Mo. - Two new series business aircraft of the Rockwell Commander prop jet line and a program to market fully IFR equipped, 1979 models at prices below that of 1978 have been announced by Cornell J. Slivinsky, president of Rockwell International's General Aviation Division (GAD).

The equipped list prices of Commander 690B prop jets averaged over \$850,000 during 1978. Suggested list prices for equipped 1979 models will be \$779,000, or below.

With the introduction of the new series, Executive I and II, in November "GAD expects to create new market excitement for its prop jets," Slivinsky said.

"We're prepared to offer inflation-fighting, fly away package prices for factory equipped Commanders with complete 8-place, club seating interiors and IFR avionics including autopilots and radars.

The high performance of

our prop jets, demonstrated by world class record setting flights, has been retained in the new series."

The Commander 690 series holds seven performance records in climb to 8,5 and 9,000 meters, absolute and sustained altitude and speed over a triangular and a straight-line course. All records are certified by the Federation Aeronautique Internationale (FAI).

The new Executive I series equipped with at least 14 features usually considered to be extra-cost options (i.e.: refreshment console, vertically adjustable crew chairs, stereo lights, lavatory, etc.) and with a Collins avionics system will have a suggested list price of \$779,000, F.A.F. Bethany, OR.

The same aircraft, factory equipped with a King Radio system will be offered at \$769,000.

"For those customers who prefer to select their own avionics and more elaborate or extensive interior appointments,"

GAD will offer the Executive II," Slivinsky continued.

"This Commander prop jet will have a base price of \$699,500 including standard, 7-place interior. Avionics and a variety of interior accessories are offered at extra cost options."

Slivinsky points out: "Standardization helps us to hold the line on prices for 1979 Executive I Commanders. But, the added benefit to the customer is a higher level of equipment reliability which will result from factory installations."

"The business prop jet market is expanding faster than any other segment of general aviation. GAD is making these moves to dramatically increase our market share in 1979. We have marketing plans to announce in detail at the time of the Executive I and II introduction which we believe will improve our share 5 to 8 percent above our 1978 level."

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## CAMPUS CLUBS

### ERAU BICYCLING MGT CLUB

Anyone with an interest in Bicycling is invited to join the Campus Bicycle Club, the Pacemaker. Weekly rides are held around the local area, plus numerous other activities are being planned for the near future.

If interested, drop a note to Box 5362 or 4305 for further information, or meet us in front of the U.C. Saturday morning 9:00 a.m. for our weekly ride.



By Richard Belotti

The past three day weekend seemed to have taken some of our members to other places, but there were still quite a number of us who attended last Friday night's dinner meeting at the Chateau Vivon. This was the second of this trimester's dinner meetings and our guest speaker this month was Bill Lyons, Station Manager for Eastern Airlines here at Daytona Beach Airport. Mr. Lyons spoke to us about a career in airline management and related much of his talk to his experi-

ence with Eastern. He pointed out that very few people acquire a managerial position without a degree, but also emphasized how important it is to be oriented towards the various station operations. Mr. Lyons also talked to us about the proposed Eastern/National merger concerning its economic and competitive effects, and the benefits of such a merger to Eastern and National employees and to the public.

The Management Club would like to thank Mr. Krabe, our faculty advisor, along with Mr. Hamilton and his guest, and Mr. and Mrs. Durham for attending last Friday's meeting. It is encouraging to know that our faculty is willing to take an interest in their students outside of the classroom. The club welcomes all members of the faculty to attend its meetings.

Our next dinner meeting will be on Friday, the 9th of March. Dan Callahan, Director of Industrial Relations with Piper Aircraft in Vero Beach, will be our guest speaker. Remember, we will be holding nominations for officers at this meeting. I should mention that all nominees must be anticipating attending Embry-Riddle for the fall and spring trimesters of 1979-80 and have a G.P.A. of 2.25 or better.



By Pat Hassett

The meeting on Wednesday started out with more discussion about the bookstore. The executive board has not set an official date when to open the store but members started volunteering their time to help oversee the operations.



By Dan Mihuc

Money may not seem like a pleasant topic to discuss at this time. However a winning Flight Team cannot function to its maximum without a definite source of income, such as consistent major fundraising activities. In short, we cannot expect to obtain the uses of an aircraft without a major effort on the fundraising scene. So at our next meetings think of ideas that could net the Flight Team some major income. And let's go one step further than that and implement the practical ideas.

At last week's meeting two very informative movies were shown. They will benefit the future airline pilots that viewed the films. Also Tom Connolly our faculty advisor announced that our Flight Team is eligible to participate in four events at the NITA competition to be held on April 26-28 at Monroe, Louisiana. The events include: outstanding male and female pilot competition, an instrument flying event for CFI's, the American Airlines Safety Competition, and an event in which we could enter a scrap book. This is a good chance for the Flight Team to break the ice.

Our next meeting will mainly be composed of a work shop consisting of a massive computer contest and an aircraft recognition quiz. So practice up! Also during the weekend after this meeting, a more specific work shop will be held. More details about this on Thursday at 7:00 p.m. in the CPR.

## RIDDLE SKYDIVERS

The Parachute Club has been very active since the start of this trimester despite the cloudy weather and high winds. Several trophies were acquired at the national meet held in early January. The first all-Embry-Riddle student eight-

person star was built on January 8. Many have earned star crest awards for their personal accomplishments in the sport. Last weekend Peggy Ferrell and Chris Meyer were in their first 16 person star.

The senior members would like to welcome and congratulate our new club members who have made their first jump since the beginning of the Spring tri: Gregory McCann, Sam Battaglia, Brian Deryniski, Jeffery Worth, Paul Rasmussen, Jerry Higgins, John Polizzi, Charles Fogarty, Todd Miller, John Warner, Michael Moody, Paul Wallace, Charles Sample, Robert Thompkins.

Scott McKee, Cherie Rex, Michael Dregalia, Nannette Munn, Brian Delmonico, Brad LaRoche, Dean Christensen, Mark Esticks, Frank Billota, Steven Parrell, Steven Thomas, James Corbush, and David Crabtree.

If you are interested in learning to skydive there are classes taught every weekend. So come to Deland Airport or one of our meetings and check it out.



ization pay. The memorial fountain should be fixed. Count on us to win the prize.

Events on the agenda:

**1. RIVER REGATTA:** Another raft race down the Halifax will be sponsored by us. The tentative date for this event: Sunday, March 18th. This will be for the incoming college crowd. The Chamber of Commerce gave us a listing of colleges coming down - 114,000 students are expected! We expect about 10% of them to enter. Rules will be changed in this race to allow row boats, canoes, air mattresses, over-sized prophylactics, whatever!

This will be a BIG event.

**2. POKER-RUN:** This event will be a timed course race for ERAU and local bikers to race for prizes in April. Fred Stikle, our resident Hell's Angel is having mental orgasms over this one!

**3. CASSELLBERRY RACE:** This event will be for Vets Club only sometime in the summer. The day will start out with driving to Casselberry for the Miniature Grand Prix Races, a Road Rally to the Beach, and a Beach Party.

One final note - Mike "Strongarm" Tucker is our new treasurer, good luck! Our thanks go to Bill Dally who will be leaving us in April to help save our country in a hazy, Good Luck - not to him but to the Army.

Our next meeting is for Wednesday, the 28th. You'll get your notices, so... Be there!

## AEROTC

At the beginning of this trimester, a new officer joined the ROTC staff at Embry-Riddle. The officer, Captain Gerald Hornwood, replaced Major Robinson who went on retirement.

In an attempt by the corps to familiarize the corps members and the entire university with the strengthen who have held the detachment together to attain its present standard, we will present Capt. Hornwood today.

Capt. Hornwood attended Kansas State University and was commissioned through the ROTC after majoring in Business Administration. He entered active duty in December 1967 at Vance AFB (Air Force Base) in Oklahoma where he attended the undergraduate pilot training (UPT) for one year. Upon graduation he was reassigned to Laughlin AFB in Texas as UPT instructor in the T-37 trainer. In June of 1972 he attended training in A-1 Sky Raiders (old propeller fighter planes) at Hurlbut Field in Florida after which he was reassigned to NAKON PHANOM, Thailand. Shortly after this, the A-1 Sky Raiders were turned over to Vietnamese so he was reassigned as a staff officer at 13th Air Force headquarters at Clark Air Base in Philippines where he flew the F-4E. At completion of tour he was assigned to Cannon AFB where he flew the F-111 D's. While at Cannon he completed his master's degree in Human Resources Management from Pepperdine University.

In January 1976 he was reassigned to the Royal Air Force, Heyford, England where he flew the F-111 E's until the end of Embry-Riddle ROTC. He is at present the Freshman and Sophomore instructor in Air Force Aerospace Studies.

He is married with two sons, the corps wishes him and his family an enjoyable stay here.



ARNOLD AIR SOCIETY  
BILL ROSS WILSON, III

By Hugh McDermott, AAS III

Arnold Air was at the races last weekend along with AF ROTC to sell beer to raise money for the ROTC. But as luck would have it, cool temperatures and rain did not induce people to drink as much beer as was expected on those warm, sunny days preceding the races. Because of this all pledges who had to drink the several dozen cases left over at the Pledge installation, Wednesday night. The weekend wasn't too bad though because we did make some money from it. Thanks to all those who were there, especially Bob Graham for his time and effort organizing the project.

Last week also marked the first dinner meeting of the tri. The place was Sweden House and the food was good. The menu included hand carved roast beef and chocolate mousses with deep fried scallops as dessert. Entertainment was provided by the golden voice of Eric Gibson. That's all for this week.

Thought for the day: Get up early!



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## Alpha Eta Rho

By Tom Rikley

Last week was a busy one for the Epitaph Rho Chapter. Alpha Eta Rho, like most of the fraternities on campus, worked at the race track, putting in four days selling seats to the racing fans. It's easy to pick out a brother who has just returned from working at the speedway. His hands are red and cold and he asks you to repeat everything you say.

Mr. Connelly, our faculty advisor, has graciously volunteered to arrange a tour of NASA's facilities at the Cape. The response of the brothers was so enthusiastic that the tour will have to be conducted over two weekends.

In last week's article the date given for our Road Rally was incorrect. The Rally will be on March 10th and the Miller Company is lending us a hand with the event.

With the work at the Speed-

way successfully accomplished and a holiday to enjoy, the brothers drove to Orlando on Monday to do some ice skating. There is definitely an art to landing gracefully on your knees and sometimes it is more fun to watch than someone who is an accomplished skater. The trick is to convey the impression that you mean to sit down, you just didn't feel like going all the way back to the bench before you took a little rest. It's lots of fun anyway.

When Richard Collins, editor of FLYING Magazine and an alumnus of Alpha Eta Rho, visited the campus last trimester, he spoke to our chapter as well as the student body. In conversation with Mr. Collins, one of the brothers mentioned that FLYING had never done a full scale article on Embry-Riddle. The gratifying result of that conversation can be found on page 94 of the March issue of FLYING.

Bell Helicopter-Textron of Fort Worth, Texas, is the largest division of Textron, Inc. It has produced and sold some military and commercial helicopters in worldwide markets.

The firm has been an integral part of the Texas Instruments technology since 1961 when the military helicopter development and production activities were moved to Texas from Buffalo, N.Y.

All company manufacturing facilities are located in the Greater Fort Worth area except for one at Asheville, Texas. The Greater Fort Worth operations utilize more than 4.6-million square feet of enclosed space on more than 600 acres of land.

Bell has produced 22,000 helicopters for its military and commercial customers. These aircraft are in operation in a wide variety of missions in virtually every free-world country.

Current production commercial helicopters include the five-place, turbine-powered Model 206B, the 12 to 15-place turbine Model 206A-1, the turbine 212, the seven-place, light-turbine 206L LongRanger

and the 214 BigLifter which can carry 7,000 pounds on the hook. Also under development is the Model 222, the first U.S.-built commercial mid-size twin-turbine helicopter.

Helicopter customers in production include the UH-1 Huey Series in both single-engine and twin-engine versions, the 214A and 214C advanced utility helicopters and

improved versions of the single and twin-engine AH-1 armed helicopter series.

Under contract to NASA, Bell is designing and manufacturing two helicopter research aircraft, designated XV-15. During the program, NASA and the U.S. Army will test the aircraft to assess the applications of helicopter technology to civil and military needs.

Bell helicopters also are built under license by Contronair Aeronautics, Giovanni Agusta of Milan, Italy; Mitsui & Co., Ltd. of Tokyo, Japan and the Greater Republic of China.

Four hundred Model 214A's will be co-produced by Bell and the Government of Iran as part of a long-term joint venture program.

## HART'S- THE PLACE TO GO FOR STEREOS! THE BEST BRANDS! BEST SELECTION!



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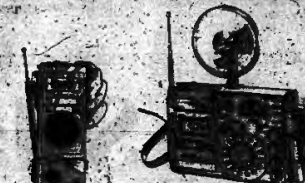


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## EAGLES OUT GOLF MELBOURNE

Last Friday, E-RAU clashed with FIT at the Melbourne Municipal Golf Course. After five hours of close competition, E-RAU edged out FIT by four strokes. This was the first victory of the season and raises our record to 1-1. E-RAU's loss was against Stetson in Deland.

Bryan Watson turned in an excellent two over par 73 to take medalist honors. Rookie Jerry Raymond contributed by shooting 75. Captain Rick French and "Dangerous" Dan Baddeley both shot 77.

E-RAU's score of 302 was the lowest in the team's history. Our continuously improving performance is beginning to make other schools more leery of future matches with the Eagles.

E-RAU travels to Tampa Thursday for a difficult match with Stetson and St. Leo at the treacherous Pebble Creek Country Club.



BRYAN WATSON ON WAY TO 73.

Mike Douglas says: "Give a gift from your heart."



Call Red Cross now for a blood donor appointment.



## Baseball

### Winning Streak Begins

By J.P. McEvoy, T.C. Sports Editor

Fifteen runs on seventeen hits was all it took for E-RAU's Varsity Baseball team to beat Bethune-Cookman's Wildcats last Tuesday! Only kidding guys. The Eagles rebounded magnificently from the twin defeats on opening day to display a glimmer of hope for the rest of the season.

BCC's pitchers were at the mercy of E-RAU's big bats.



Everybody in the lineup got at least one base hit. Fifteen of the Eagles runs were earned. Steve Lemos got three hits including a double that scored three runs.

Howie Taylor, designated runner, scored four runs and stole two bases running for the pitcher and the catcher.

Jace Watson, center fielder, again saved a few runs with a catch made in right-center. Jace and right fielder Steve Lemos "slid together" on their knees, but Jace was able to hold onto the ball. A precision double play was turned in the fourth inning by second base-

man, Ed Harrigan. Shortstop, "Spyder" Davis, and first baseman, Kevin Cunningham. In this, the first win over Bethune-Cookman in four years.

Nelson Solan allowed only four earned runs on seven hits while striking out seven Wildcats. As the designated hitter, he hit safely four times with three RPI's.

Greg Feltz, substituting for injured catcher Bob Jenkins, reached up for a high pitch in the second inning. He played out the remainder of the game with Nelson Solan's fast ball battering his throbbing hand.

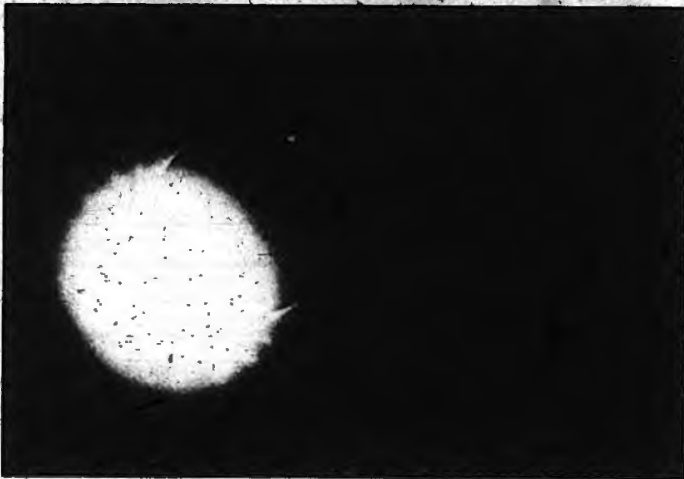


The Eagles have finally seemed to find themselves. Tuesday the Eagles travelled up to Jacksonville to take on Florida Junior College in the first of only four away games.

Monday, March 5, is the next home game for the Eagles. Washington and Lee University forfeited three games this week so the Eagles record is four wins and two losses. Come out on the fifth to see the newly reborn Eagles trounce Washaw University at 1:30 p.m.

Sad News for Washaw, Right guys!

# The Solar Eclipse: February 26.



**Brought to you in part by** On February 26, you'll experience, probably for the first time, a Solar Eclipse.

**Busch Beer.** Unless you live in the Great Northwest, the eclipse you see will be partial, obscuring all but a thin crescent of the sun.

As the moon slips silently between earth and sun, everything darkens, and the sky turns a deep, rich shade of blue.

Sound interesting? It will be. A solar blackout, even partial, is one of nature's most spectacular events.

So pick up a skywatching companion and celebrate the day with the mountains of refreshing Busch Beer, a natural wonder all its own.

IMPORTANT: Solar rays can be harmful to the eyes if viewed improperly. Call your local planetarium for suggestions. And ask for the exact time of the eclipse as well.



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(Continued from page 1)

Photo by Chuck Henry



5 gets turned around as 12 (not pictured) heads toward the pit row wall retaining...

Daytona track crew cleaned up the debris.

The lead changed 36 times between 13 drivers and there were a total of seven cautions which took up 57 laps of 200 total laps.

The most excitement took place on the last lap of the race as (No. 1) Donny Allison and

(No. 11) Cale Yarborough, the two lead cars came out of turn two. Yarborough tried to "ding-shot" past Allison using his draft. But, Allison moved down to block Yarborough, the battle was on. Yarborough went higher and so did Allison, which put Yarborough off the

track and into the dirt. Yarborough, side by side with Allison now, bumped Allison to get back on the track and Allison returned the gesture and the two heaved 300s, three times, trying to keep the other from gaining the lead. Finally, Yarborough cut into

Photo by Chuck Henry



6 tries to steer out of his sliding turn as 12 rebounds after ricocheting off the retaining wall. 12 ended up in the middle of the track as other drivers rose past.

Allison as they neared turn three putting both of them at the top of the turn against the wall.

Both cars slid off into the infield where the two drivers started fighting. Meanwhile (No. 43) Richard Petty comes cooling out of turn two to see

the caution light come on and seeing (No. 88) Darrell Waltrip coming up in his rear view mirror. Petty just kept on it, seeing that it was Allison and Yarborough as Waltrip was fast approaching. King, Richard managed to hold off Waltrip with a few driver tactics to

cross the finish line, one length ahead of Waltrip. (No. 51) A.J. Foyt, finished third.

The winning time was three hours, 28 minutes, 22 seconds, with an average speed of 143.977 miles per hour.

Another great weekend at the Big D!

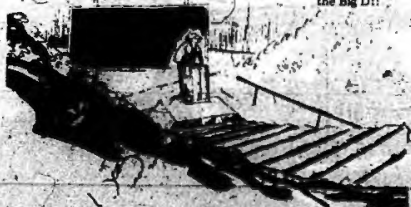


Photo by Chuck Henry. You can see the car and the driver in the photo.

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in the story by

WABC-TV: "Cross is an artistic vitality to Peckinpah that cannot be denied; they drove us to feel more intensely than we've felt in a movie theatre in recent years. Peckinpah is simply a master at shooting and editing film." — Frank Rich, New York Post. "Fast will strike the chords of human nature expertly directed by Sam Peckinpah." — People Magazine.

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